

## COMMERCIAL AVIATION (CONTINUED)

**Ringway in June**

BY the end of May it is hoped that the control tower, restaurant, general offices and hangars at Manchester's new Ringway airport will be ready. Concrete runways have now been laid down and the landing ground has been drained and levelled. Fifty acres of extra land are to be taken in, and the work here involves the removal of something like 600 trees.

**South American Extension**

PAN-AMERICAN Airways have recently started a new weekly service between Rio de Janeiro and Buenos Aires, via Asuncion. So far only mail has been carried, but the Douglas D.C.3s, which are being used throughout, should be carrying passengers this month. The service from the tourist's point of view is interesting in that the machines pass over the famous Yguazu Falls where there is now a landing ground, though whether the D.C.3s can land there or not is a matter for conjecture.

**Glasgow Direct**

BETWEEN May 2 and May 21, Railway Air Services will be operating a direct service between London and Glasgow in connection with the Exhibition, though presumably, if the traffic appears to warrant such a course, this service may eventually be run on an all-the-year-round basis. A machine will leave London at 9.30 and fly to Liverpool, with "on demand" stops at Birmingham and Stoke, and passengers will then fly through to Glasgow. Needless to say, this service does not affect the normal one, which is flown via Belfast and, in fact, the machine which is used between London and Liverpool will be that flying on the normal Belfast run. This service will be run twice daily in each direction after May 23.

During last season the standard of regularity put up by R.A.S. pilots on the London-Belfast-Glasgow run was an extraordinarily high one. Between April and November the efficiency was actually 100 per cent., and during the whole year it was as high as 99.7 per cent.

**North-Eastern Inauguration**

TO mark the introduction of their Newcastle-Glasgow connection on their main service from London, the directors of North-Eastern Airways conveyed the representatives of five Glasgow newspapers to Croydon last Friday. In view of the world exhibition—at the moment the sole topic of Glasgow conversation—which is now nearing completion, it was a timely demonstration of the value of air travel.

Lord Grimthorpe, chairman of North-Eastern Airways, welcomed the guests to luncheon at Croydon. Mr. F. C. R. Jaques, managing director, said that the company had achieved 97 per cent. operational regularity last year. Mr. F. W. Jones spoke with real feeling on the national aspect of internal airlines and our duty to posterity and British prestige abroad. Several guests said a few words of appreciation and seemed to have enjoyed their trip to Croydon and their darts match at Doncaster.

North-Easters have been handicapped since their inception

by the inadequacy of aerodrome facilities in Scotland. At Renfrew the aerodrome is suitable for day operation and is wireless equipped; Macmerry, Edinburgh, however, is a fine-weather field only. Negotiations have been started with the Post Office for mail contracts, and the Maybury Committee suggested that a night mail service between the capital cities of Scotland would be a useful one.

**The Solent Ferry**

ALTHOUGH the P.S.I.W.A. summer time-table does not come into operation until May 23, some 1,700 passages have already been booked in advance on this company's services, and it would seem that record traffic figures are to be expected.

The company, incidentally, has recently obtained seven Army Co-operation contracts, and expects to put in some 700 hours' flying in South of England areas. Airspeed Couriers will, for the most part, be used for daytime work, while specially equipped Monospars will be used at night. Since Portsmouth Airport has no floodlighting, the night flying will be carried out from Southampton Airport.

**Irish Sea Crossings**

*In Notice to Airmen No. 40 of this year emphasis is laid on the need for a visual reporting procedure by the pilots of radio-less machines crossing the Irish Sea via the Isle of Man. They are advised to circle over Ronaldsway Airport, provided that this is possible in the prevailing weather conditions, and to cross the sea between aerodromes where radio, teleprinter or telephone facilities exist, so that the necessary information about the machine (and about the time at which it was expected to cross Ronaldsway) may be duly passed on. Needless to say, the Ronaldsway circuits should be made at a sufficiently low altitude for registration letters to be read.*

**In Ceylon**

IT appears that Ratmalana aerodrome, Colombo, is not only to be enlarged, but also that the adjoining land is to be duly dealt with in order to provide a flying-boat basin. The Colombo-Kalutara canal now runs along the east side of the aerodrome and low-lying ground adjoins it; ultimately this ground is to be acquired and excavated. The present aerodrome runways are to be extended and 280 acres of land north of the aerodrome are to be taken in; when this is ready the hangar now situated on the northern boundary will be shifted.

Ratmalana was officially opened by Sir Andrew Caldecott, the Governor of Ceylon, when the all-mail-by-air-scheme was started by Tatas to connect with Imperial Airways at Karachi. Incidentally, it is proposed that the Director of Public Works in Ceylon should be appointed Director of Civil Aviation and the acting D.P.W., Mr. W. J. Price, will hold the dual post for the present. The Aero Club of Ceylon is to receive a grant for the purchase of an aeroplane and a subsidy of Rs. 24,000 a year on the understanding that the club should become a limited liability company with Ceylonese management.

**THE WEEK AT CROYDON**

(Concluded from previous page)

that the doctor was needed immediately in Liverpool.

Midgeley set off back and did the trip in the record time of 12½ hours' flying, or 16½ hours actual time, landing to refuel at Brindisi.

Somebody at somebody's annual dinner suggested that

the first and most important way to peace was the universal abolition of aircraft, both military and civil. Another good idea is the suppression of all sea-going vessels and all big guns. A useful auxiliary method of getting a little peace is to abolish silly after-dinner speeches.

**Forthcoming Events**

- April 21. R.Ae.S. Lecture\* : "High Altitude Flying," by Prof. A. E. Younger.
- April 28. R.Ae.S. Lecture\* : "Factors Controlling the Development of Electrical Ignition on Aero Engines," by Dr. G. E. Bairsto.
- April 30. Aero Golfing Society : R.A.F. Match, Felixstowe.
- May 14-22. Finnish Aero Show, Helsinki.
- May 17. Air League of the British Empire : Annual Dinner, Grosvenor House, London.
- May 17. Aero Golfing Society : "Flight" Trophy, Royal Ashdown Forest.
- May 28. Air League of the British Empire : Empire Air Day.

- June 11. Bristol and Wessex Aeroplane Club : Garden Party.
- June 18 and 19. Brooklands Four-club "At Home."
- June 25. Official opening of Wolverhampton Airport.
- June 30. Aero Golfing Society : Jubilee Cup, Prince's Sandwich.
- July 2. R.Ae.C. : King's Cup Race.
- July 16-18. Deauville Rally.
- July 16. Official opening of Luton Municipal Aerodrome by Secretary of State for Air.
- July 30. Official opening of Exeter Airport.
- September 3-4. Cinque Ports Flying Club : International Rally, Lympne.

\* All these lectures take place at the Institution of Mechanical Engineers, Storey's Gate, St. James's Park, London, S.W.1, beginning at 6.30 p.m.